

CLASSIFICATION **SECRET**

COUNTRY East Germany REPORT

TOPIC Merseburg Airfield 25X1

EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 15 September 1954

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1-sketch and legend on ditto

REMARKS

This is UNEVALUATED

1. The following air activity and aircraft were observed at Merseburg airfield between 2 and 19 August 1954: 25X1
- 2 August. Between 1100 and 1300, MiG-15s made local flights. The sky was cloudless. 25X1
- 3 August. Between 1100 and 1130, one MiG-15 or U-MiG-15 was seen 25X1
- 4 August. Between 0930 and 1845, MiG-15s or U-MiG-15s, including made some local flights. The weather was clear and visibility good. 25X1
- 5 to 7 August. No air activity was observed. On 7 August, 17 MiG-15s or U-MiG-15s were parked on the landing field. The weather was clear. 25X1
- 8 to 11 August. No flying was practiced. There was a closed ceiling. 25X1
- 12 August. At 0630, 4 MiG-15s or U-MiG-15s approached from the east and landed. At 1510, 18 MiG-15s or U-MiG-15s without auxiliary fuel tanks took off in elements of two and headed toward the east. At 1555, these aircraft returned in three formations of four and one formation of six and landed individually 25X1
- 25X1
- 25X1
- 25X1
- Four alert planes fitted with auxiliary fuel tanks took off at 1541 and landed again at 1632. 25X1
- 13 August. Throughout the day there was no flying. The weather was 5/10 overcast and there was good visibility. From 1930 until past midnight, local flights were made. The airfield boundary lights were burning. 25X1
- 14 to 16 August. No air activity was observed. 25X1
- 17 August. After nightfall, there was individual flying. The sky was cloudless. 25X1

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18 August. No flying was practiced. The weather was favorable.
 19 August. Early in the afternoon, individual local flights were made. After 1430, MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks practiced flying in formations of four to eight aircraft. The formations flew in close order and showed good discipline. At 1840, a formation of 10 MiG-15s or U-MiG-15s, after having dispersed into two formations of four and 1 formation of two aircraft, landed

25X1

25X1

2. On 1 August, the following radar sets and radio installations were seen at the field:
 Kniferest-type radar set west-southwest of the economic building in the quartering area east of the flight control station; another kniferest-type radar set in the southeastern corner of the field east of the spur track on Gustav-Adolf-Strasse; a mast, about 20 meters high and braced several times next to the main guard house at the quartering area; an installation which consisted of 6 masts, each about 15 meters high and braced several times, west of the flight control station. Details on the arrangement of the masts were not determined. No special devices were fitted on the mast heads; a single radio mast in the eastern extension of the runway at the point where a PKV-45 DF station had been observed previously; a Token-type radar set and 2 or 3 temporary buildings at the northern edge of the field.
 On 19 August, 2 umbrella-shaped radio masts were seen at the eastern edge of the landing field near the AA gun emplacement. One radio mast each, with disc on top, was observed near the target range and the two hangars at the southern edge of the field. ²

25X1

3.

4. During the afternoon of 19 August, the following air activity and aircraft were observed at the field:

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At 1431, a Yak-11 crossed over the field and, at 1505, an aircraft of the same type landed. At 1500, a formation of two MiG-15s or U-MiG-15s made a local flight and landed again at 1511. At 1505, another element of two MiG-15s or U-MiG-15s took off, disappeared in the cumulus clouds and landed again at 1535. About 1600, 10 MiG-15s or U-MiG-15s approached individually from the east and landed at intervals of 1 to 2 minutes. All the MiG-15s made rather poor landings; several aircraft had to make more than one pass. During the time of observation other MiG-15s or U-MiG-15s were seen aloft including a formation of seven.

At 1625, 16 MiG-15s or U-MiG-15s, including 4 parked as alert flight at the runway, and 1 Yak-11 were counted at the field. ¹

25X1

5. The roofs of two radio trucks were seen next to the main guard at the quartering area; the noise of running engines was heard. A Kniferest-type radar set was observed in the southeastern corner of the field near four buildings. A three-stranded line connected this radar set with the southernmost building of the quartering area.
 A temporary building and a radio mast, about 8 meters high, were observed about 200 meters west of the quartering buildings in the course of the eastern flying lane. West of the mast there was a platform on which truck mounting a rotatable search-
 light of about 1 meter diameter was seen.

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A Token-type radar set, and 2 temporary buildings, a radio truck and a single radio mast next to it, were observed about 700 meters south of the Huth tree-nursery at the northern edge of the field.

6. The spur track at the field extended from the north across the road to Knapendorf to the south to a small hangar on both sides of which ramps with roofs were seen. Just west from there a large hangar was located. A smaller building extended to the south to almost as far as the flight control station, which was fitted with a glazed tower-like superstructure and a wind cone. Two large hangars were located at the southern edge of the field southwest of the flight control station. One small building each was observed between the hangars and west of the westernmost hangar. Aircraft revetments were located north of the hangars at the southern edge of the field.

1. Comment. A fighter regiment and a fighter division headquarters are stationed at Merseburg airfield. Since April 1954, 30 to 34 MiG-15s or U-MiG-15s have been observed at Merseburg.

From the fact that most of these aircraft belonged to the Altenburg, Merseburg and Koethen fighter regiments it is inferred that division exercises were held during that period.

2. Comment. Recently, radio installations and radar sets were repeatedly moved on the field. For the present location of the installations according to the two sources of the present report, see Annex. The repeated observation of new-type antennas tends to indicate that VHF is used in radio traffic.

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Annex

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Legend

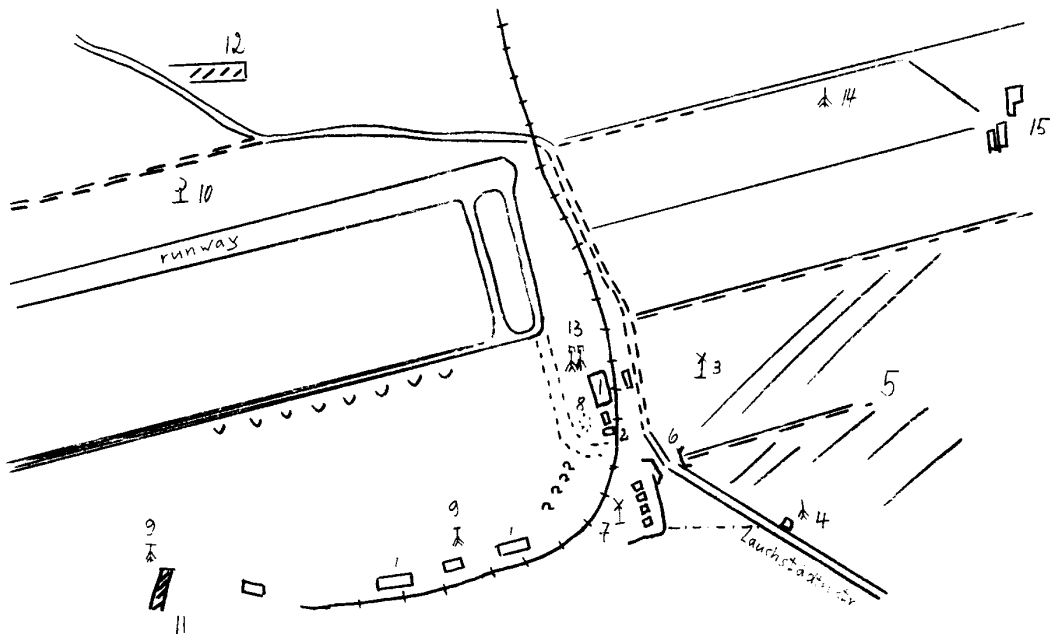
- 1 Three hangars
- 2 Flight control station
- 3 Knife-rest-type radar set next to economic building
- 4 Radio installation of one mast, 20 meters high, next to the main guardhouse
- 5 Quarters area
- 6 Road underpass to the airfield
- 7 Knife-rest-type radar set
- 8 Radio installation of 6 masts, each 15 meters high, next to the flight control station
- 9 Two masts with disc on top
- 10 Token-type radar set
- 11 Target range
- 12 Tree-nursery
- 13 Two masts with umbrella-shaped antennas
- 14 Radio installation of one mast at the previous location of the PKV-45 DF station
- 15 Brick-yard

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Radio Installations and Radar Sets observed at Morseburg Airfield

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For legend, see next page.

not to scale